

Message Text

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ORIGIN EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

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CAB - MR. BURCH

EUR/EE - MR. SEGALL

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R 172149Z OCT 73

FM SECSTATE WASHDC

TO AMEMBASSY BUCHAREST

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E.O. 11652:N/A

TAGS: ETRN, RO

SUBJECT: CIVAIR - VISIT BY ROMANIAN CIVIL AVIATION
DELEGATION

REF: BUCHAREST 3459

1. ROMANIAN CIVIL AVIATION GROUP, HEADED BY GENERAL ZGAVIRDICI, MET WITH DEPTOFFS OCTOBER 15 FOR "WRAP-UP" SESSION WITH USG PRIOR TO DEPARTING US OCTOBER 17. (GROUP HAD PREVIOUSLY HAD SESSIONS WITH CAB, INCLUDING COURTESY CALL ON CHAIRMAN, PAN AMERICAN, AND BOEING.)

2. IN MEETINGS AT CAB AND DEPARTMENT, ROMANIANS MADE POINT THAT NEW BOEINGS WERE SLATED FOR EARLY 1974 DELIVERY AND THAT THEY WANTED TO START BOTH CHARTER AND SCHEDULED FLIGHTS TO THE US NEXT SPRING. THEY SAID THEY WOULD PROBABLY REQUEST CHARTER FLIGHTS (WITH EXISTING EQUIPMENT) PRIOR TO THE DELIVERY OF THE FIRST BOEING, BUT THEY CLEARLY WERE THINKING PRINCIPALLY OF THE CONVERTIBLE 707S SINCE THEY EMPHASIZED THEIR INTEREST IN CARGO FLIGHTS

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(IN ADDITION TO TOURISTS IN SEASON). AS TO SCHEDULED

OPERATIONS, ROMANIANS STATED THEY WANTED TO START SERVICE TO NEW YORK VIA AMSTERDAM FIRST OF APRIL. CAB AND DEPARTMENT OFFICIALS POINTED OUT THAT NORMAL FRAMEWORK FOR CONDUCT OF AIR SERVICES BETWEEN TWO COUNTRIES BY AIRLINES OF BOTH COUNTRIES IS A BILATERAL AGREEMENT (AS CONTRASTED WITH A UNILATERAL PERMIT IN A CASE SUCH AS PAN AM'S CURRENT

OPERATIONS TO ROMANIA). ROMANIANS DID NOT ARGUE THE POINT, AND AGREED 1968 DISCUSSIONS HAD LAID GOOD GROUNDWORK FOR FUTURE NEGOTIATIONS. WHEN IT WAS NOTED THAT TIME REQUIRED TO COMPLETE NEGOTIATION OF A NEW AGREEMENT AND FOR CAB TO PROCESS AN APPLICATION FOR A PERMIT MIGHT RAISE SOME QUESTION WHETHER APRIL 1 STARTING DATE WAS REALISTIC, ROMANIANS SAID THAT PAN AM HAD BEEN OPERATING FOR SOME TIME ON A PROVISIONAL OR TEMPORARY PERMIT AND TAROM SHOULD BE ABLE TO EXPECT THE SAME PENDING COMPLETION OF MORE TIME-CONSUMING FORMALITIES. WE EXPLAINED THERE IS NO PROVISION IN US LAW OR CAB REGULATIONS FOR ISSUANCE OF SUCH A PERMIT, BUT THERE IS A POSSIBILITY OF OPERATING UP TO SIX CHARTER FLIGHTS PER YEAR IN THE ABSENCE OF A PERMIT. ROMANIANS WERE PROVIDED WITH ALL THE APPROPRIATE CAB REGULATIONS CONCERNING THESE MATTERS.

3. WHILE THERE WAS LITTLE DISCUSSION OF SUBSTANTIVE ISSUES REMAINING TO BE RESOLVED PRIOR TO CONCLUSION OF A BILATERAL AIR TRANSPORT AGREEMENT, IT WAS MADE CLEAR THAT, FROM US POINT OF VIEW, PERHAPS THE MAJOR OUTSTANDING ISSUE WAS THAT OF CONDITIONS FOR DOING BUSINESS (I.E. SELLING TICKETS, CONVERTING RECEIPTS, ETC). WE RECOGNIZED THAT OUR DIFFERENT ECONOMIC SYSTEMS MADE IT DIFFICULT TO EXPECT TREATMENT FOR US AIRLINES IN ROMANIA TO BE COMPLETELY PARALLEL TO WHAT FOREIGN AIRLINES OBTAIN IN THE US. HOWEVER, UNLESS ROMANIANS WERE PREPARED TO CONCEDE MORE LIBERAL COMMERCIAL RIGHTS TO A US AIRLINE THAN HAD OTHER SOCIALIST COUNTRIES, IT WOULD BE NECESSARY TO WORK OUT PROVISIONS WHICH WOULD COMPENSATE US FOR THAT SITUATION.

4. DEPARTMENT ALSO SUGGESTED TO THE ROMANIANS THAT THEY LIMITED OFFICIAL USE

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REQUEST RESUMPTION OF NEGOTIATIONS AS QUICKLY AS POSSIBLE. IT WAS NOTED THAT IT WOULD MAKE THE US SCHEDULING EASIER IF THE TALKS COULD BE HELD IN WASHINGTON. ROMANIANS SAID THEY THOUGHT THEY WOULD BE ABLE TO MEET ANY TIME IN NOVEMBER OR DECEMBER (US SIDE DID NOT COMMIT ITSELF TO ANY PARTICULAR PERIOD), AND AGREED TO HAVE A FORMAL REQUEST CONVEYED TO THE USG SHORTLY AFTER THEIR RETURN TO BUCHAREST. THE SUGGESTION WAS ALSO MADE THAT TAROM

SHOULD ENGAGE A LOCAL ATTORNEY TO ASSIST IT IN ITS DEALI-
WITH THE CAB. IT WOULD ALSO PERHAPS BE USEFUL FOR TAROM
TO FILE AN APPLICATION TO THE CAB FOR A PERMIT AS SOON
AS POSSIBLE. WHILE IT HIGHLY UNLIKELY THAT PERMIT WOULD
BE PROCESSED TO COMPLETION WHILE NEGOTIATIONS FOR A
BILATERAL AGREEMENT WERE IN PROCESS (SINCE FINAL OUTCOME
OF THE NEGOTIATIONS WOULD DETERMINE FINAL TERMS OF THE

PERMIT), SOME INITIAL PROCESSING COULD CERTAINLY BE GOTTEN
OUT OF THE WAY. ROMANIANS SEEMED TO AGREE WITH THIS
SUGGESTION.

5. IN RESUME, WE HAVE AGREED IN PRINCIPLE TO RESUME BILA-
TERAL NEGOTIATIONS AND WITH THE IDEA OF EVENTUAL TAROM
SERVICE TO THE US. THE MAJOR QUESTIONS REMAIN THE FINAL
FORM OF HE BILATERAL AGREEMENT (ESPECIALLY RESOLUTION OF
THE "DOING BUSINESS" ISSUE AND THE ESTABLISHMENT OF A
BALANCE OF ECONOMIC BENEFITS) AND THE TIMING OF THE
INAUGURATION OF TAROM SERVICE. WHETHER IT WILL BE PRACTI-
CALLY POSSIBLE TO MEET TAROM'S DEADLINE OF APRIL 1 IS NOT
AT ALL CLEAR. KISSINGER

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